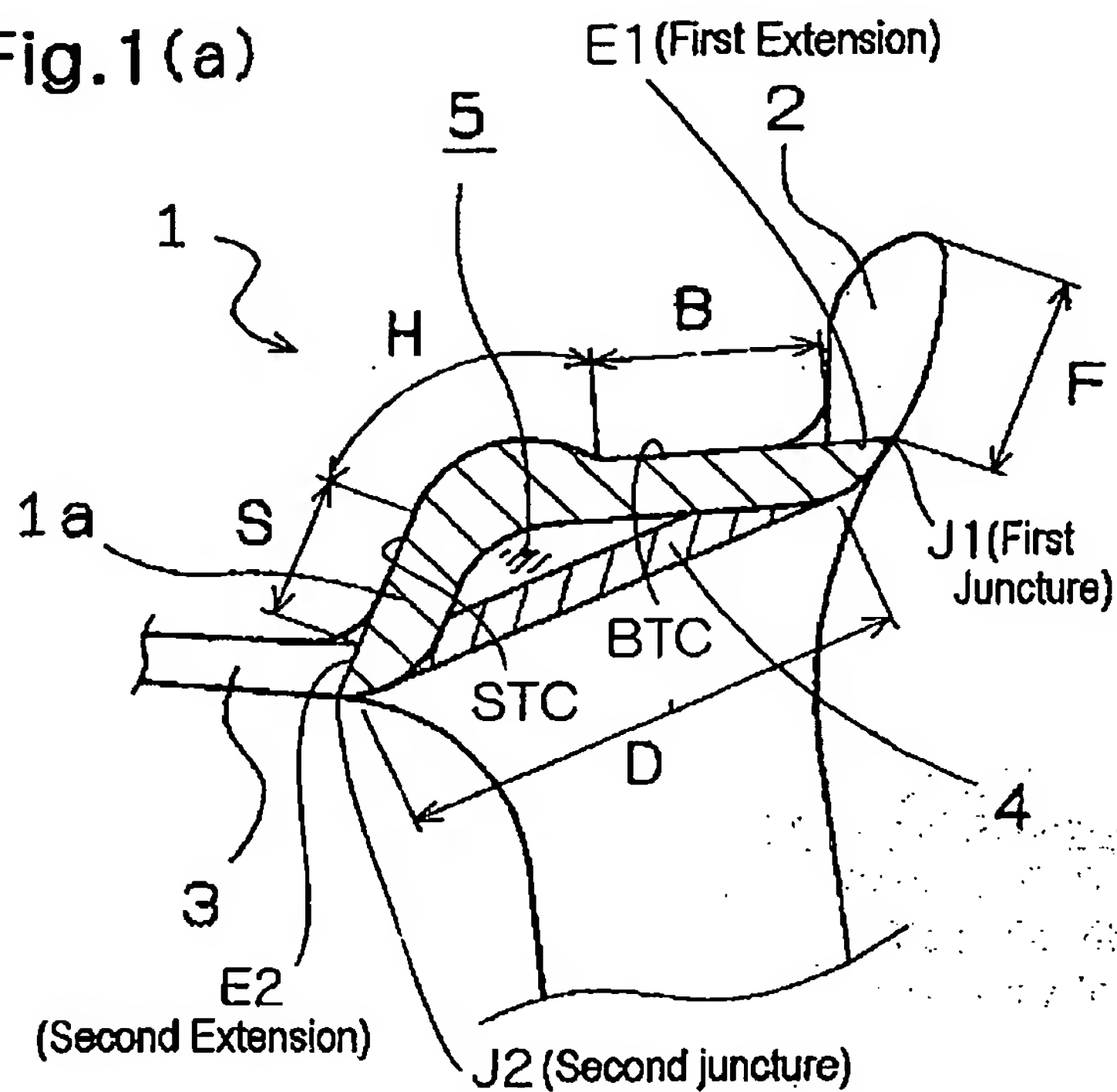


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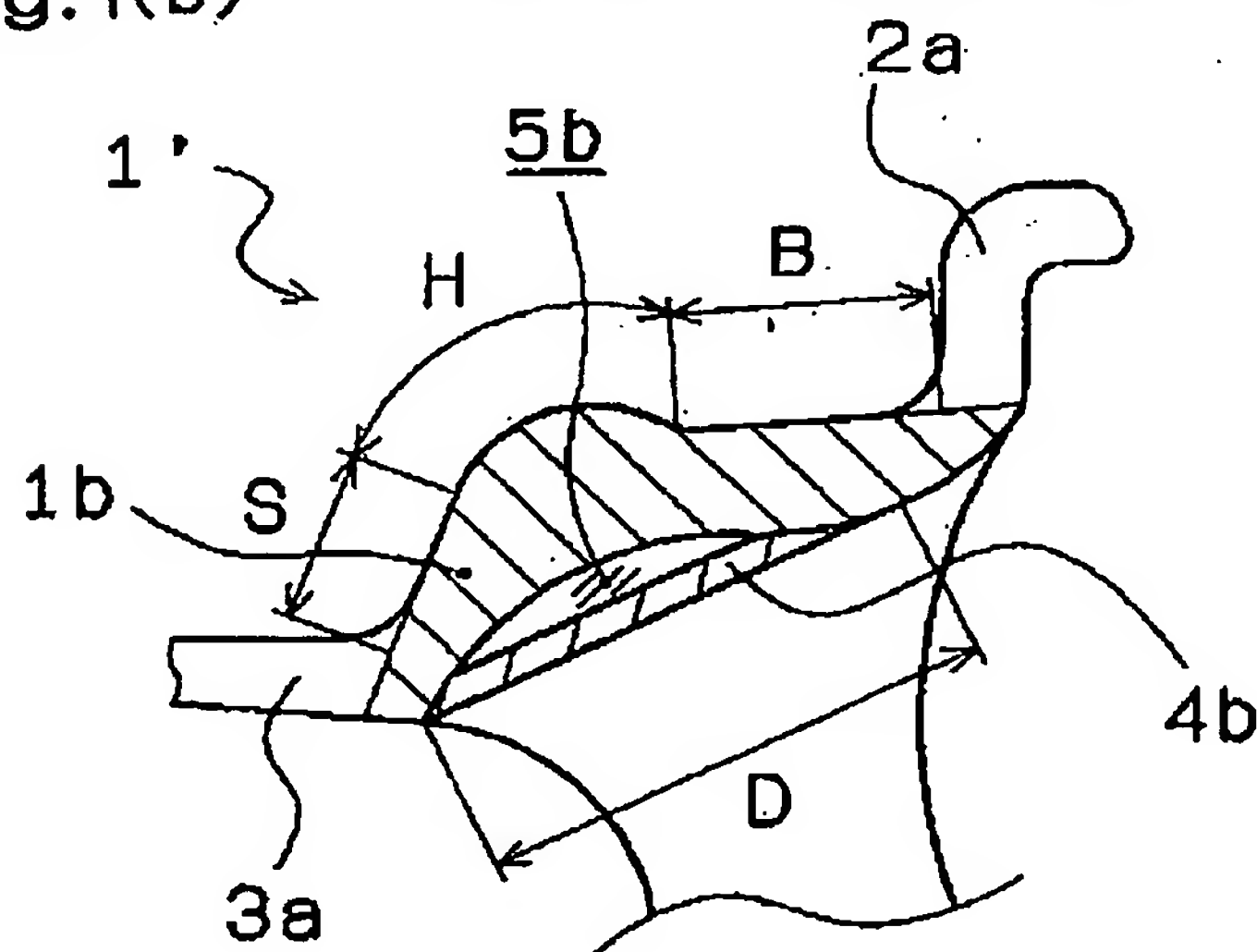
**Fig.1 (a)**



**BTC : Bead-Seat Tire-mounting-side Contour**

STC : Slope-wall Tire-mounting-side Contour

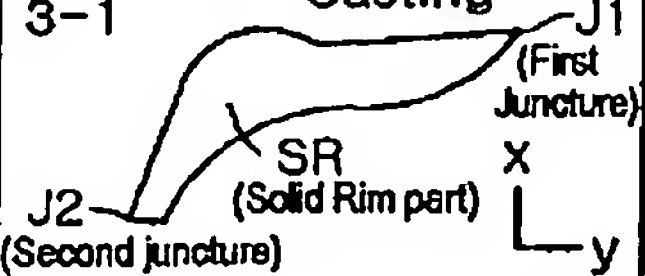
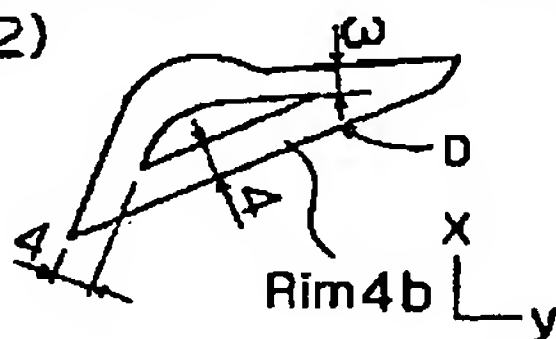
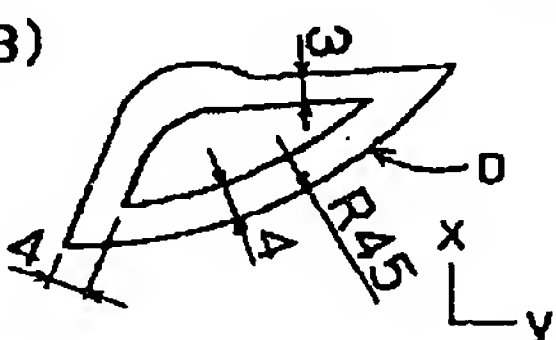
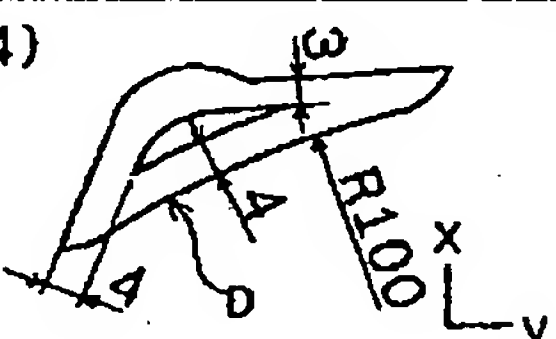
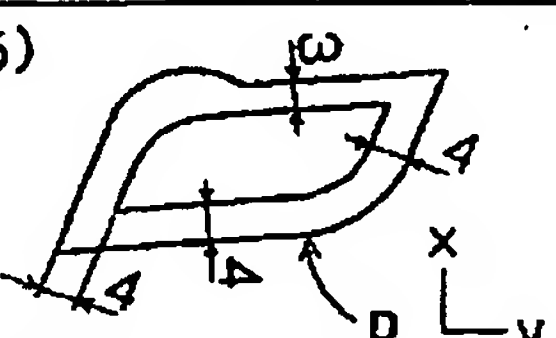
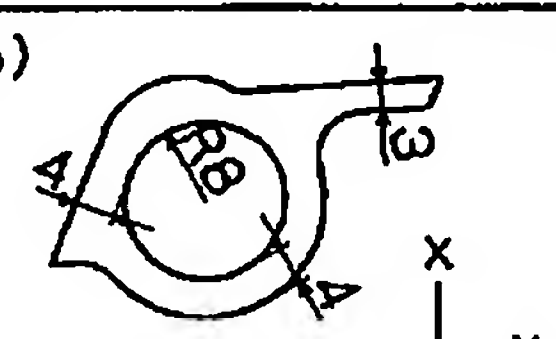
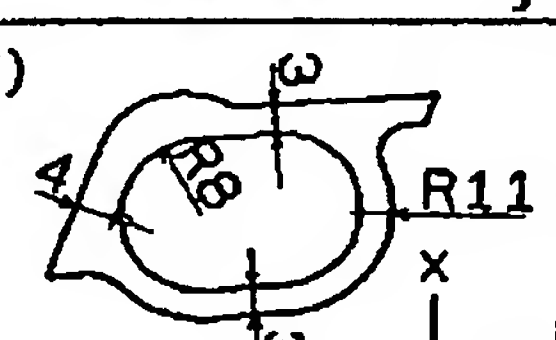
Fig. 1(b)



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Fig.3

Cross-sectional shaping	Geometrical moments of inertia (mm <sup>4</sup> )	Aerial size of cross section (mm <sup>2</sup> )
Conventional shaping Casting 3-1 	$I_{x-x}$ 38,268.0 (100%) <hr/> $I_{y-y}$ 14,054.8 (100%)	371.5 (100%)
(2) 	$I_{x-x}$ 32,192.7 (84%) <hr/> $I_{y-y}$ 8,797.28 (63%)	305.6 (82%)
(3) 	$I_{x-x}$ 43,122.5 (113%) <hr/> $I_{y-y}$ 15,053.6 (107%)	345.2 (93%)
(4) 	$I_{x-x}$ 29,083.1 (76%) <hr/> $I_{y-y}$ 7,608.4 (54%)	287.1 (77%)
(5) 	$I_{x-x}$ 52,124.1 (136%) <hr/> $I_{y-y}$ 17,528.8 (125%)	364.6 (98%)
(6) 	$I_{x-x}$ 35,362.8 (92%) <hr/> $I_{y-y}$ 22,723.6 (162%)	365.1 (98%)
(7) 	$I_{x-x}$ 50,266.7 (131%) <hr/> $I_{y-y}$ 22,639.4 (161%)	354.9 (96%)